

Appl. No.: 10/633,106	Agent Docket: JS03-001
Amdt. Dated: 8/23/2005	Reply to Office action of 05/23/2005

**In the Specification:**

Please amend the specification as follows:

Please replace paragraph [0019] with the following amended paragraph:

[0019]        The first and second adjustment plates each include at least one guide  
5        marking placed to insure that the ~~axel~~axle member is oriented with respect to  
the forked frame member. In tensioning the flexible power transmission  
mechanism, one of the adjustment studs is rotated to move the axle member  
within the adjustment slot of the forks of the forked frame member. When the  
flexible power transmission mechanism is at the final tension, the location of  
10        the guide marking is noted and the other adjusting stud is rotated to move the  
axle member to align with guide marking.

Please replace paragraph [0028] with the following amended paragraph:

[0028]        To make the adjustment of the chain tension of a motorcycle easier  
15        than is provided by ~~chain-tensioner~~tensioners currently employed, the chain  
tensioning device of this invention replaces the original equipment chain  
tensioners. The chain tension device of this invention has two chain tension  
adjusters that are joined to the axle of the driven wheel of the motorcycle and  
coupled to it through an adjustment slot within a recessed guide of the forks  
of the swing arm frame member of the motorcycle. The tension adjusting  
20        device permits the adjustment of the chain tension with standard wrenches or

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sockets and allows for more rapid changes of sprocket gearing. Further, the tension adjusting device pulls the axle rather than pushing the axle as in standard chain ~~tensioner~~ tensioners in current usage. Additionally, the tension adjusting device of this invention permits replacement of the chain tensioner in current usage that has stripped threads in the swing arm frame member to which the chain tensioner is secured. The tension adjusting device of this invention is not secured to the swing arm frame member by the threaded bore thus making rethreading of stripped threads unnecessary.

Please replace paragraph [0042] with the following amended paragraph:

[0042] An adjustment bore **130** is drilled in the extended member to accept an adjustment stud **125**. The adjustment stud is centered on the width dimension **W<sub>1</sub>** of the adjustment plate **105** and essentially centered in the height dimension of the extended member. This location must be set such that the adjustment stud **125** can contact the end of the fork of the swing arm frame member. The adjustment bore **130** has a diameter that can accommodate a captivated nut **135**. Alternately, if the adjustment bore is to be threaded, the adjustment bore **130** must be the diameter of the adjustment stud **125**. In the preferred embodiment, the adjustment stud **125** is approximately 8mm in diameter. If the captivated nut **135** is employed, the adjustment bore is approximately 0.50" in diameter or of a sufficient diameter to permit a press fit of the captivated nut **135**.

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Please replace paragraph [0046] with the following amended paragraph:

[0046] Refer now to Figs. 4 and 5 for a discussion of the placement, installation, and operation of the chain tension adjusting device of this invention. As described above, a motorcycle has a drive sprocket 375 attached to the drive shaft 380 of the motor 385. The drive sprocket is then coupled to a flexible chain 365 that acts as a flexible transmission mechanism. The driven wheel 305 has an axle 325 that is placed between the forks 302 and 304 of the swing arm frame member 300 of the motorcycle. The chain 365~~A chain (not shown)~~ is placed on a sprocket 360. The ends of the wheel hub 310 are placed in an axle slot of 345 in each fork 302 and 304 of the swing arm frame member 300. The first chain tensioner 330 is placed on the end of the wheel hub 310 and in the guide recess 340 of one fork 304 of the swing arm frame member 300. Similarly the second chain tensioner 320 is placed on the end of the wheel hub 310 and in the guide recess of the second fork 302 of the swing arm frame member. The driven wheel 305 is moved until the chain has a preliminary tension. The first adjustment plate 5 is moved within the guide recess 340 until the extending member is aligned with the end of the fork 304. The adjustment securing nut 40 is rotated to allow the first adjustment stud 25 to be rotated such that it is in contact with the end of the fork 304. Similarly, the second adjustment plate 105 is moved within the guide recess (equivalent to the guide recess 340 of fork 304) until the extending member is aligned with the end of the fork 302. The

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adjustment securing nut **140** is rotated to allow the first adjustment stud **125** to be rotated such that it is in contact with the end of the fork **302**.

Please replace paragraph [0047] with the following amended paragraph:

[0047]        The axle **325** is secured within the capturing recess **20** (Figs. 1a – 1c) and the axle nut **315** is tightened to secure the driven wheel **305** between the forks **302** and **304** of the swing arm frame member **300**. The adjustment stud **25** is then rotated to pull the wheel hub **310** and thus increase tension on the chain **365** until a final tension is achieved. The placement of the guide mark **45** relative to a calibration reference mark **355** on the fork **304** is noted. The adjustment stud **125** is then rotated to pull the end of the wheel hub **310** until the reference mark **145** is aligned with the calibration reference mark **355** of the fork **302**. The securing nuts **40** and **140** are rotated until they have respectively impinged upon the extending members **10** and **110** thus securing the adjustment studs **25** and **125** from movement during operation of the motorcycle.

Please replace paragraph [0048] with the following amended paragraph:

[0048]        The first and second adjustment plates **5** and **105**, in the preferred embodiment, are formed of an aircraft grade aluminum. Conversely, the materials for the first and second adjustment plates **5** and **105** may be steel, titanium, carbon epoxy or other suitable material that can withstand the

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conditions of operation at the ~~axel~~ axle 325 of a motorcycle and the tension of the chain 365.

Please replace paragraph [0049] with the following amended paragraph:

[0049] In the preferred embodiment of this invention as described, the flexible power transmission mechanism is a chain 365. The chain 365 is engaged with the teeth of a sprocket 360 coupled to the driven wheel 305. However, in an alternate embodiment of this invention, the flexible power transmission mechanism is a belt and the belt is placed on a pulley coupled to the driven wheel.